

Today's Advertisements.

HONGKONG FIRE INSURANCE CO. LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-NINTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the OFFICES of the Company, Pedder's Street, on MONDAY, the 28th day of February, 1898, at 11.30 of the clock in the afternoon, to receive a Statement of Accounts to 31st December, 1897, and the Report of the General Managers, and to elect a Consulting Committee and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 28th February, both days inclusive.

JARDINE, MATHESON & Co., General Managers.

Hongkong, 31st January, 1898. [195]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE. THE Company's Steamship

"CHANGSHA."

Captain Williams, will be despatched TO-MORROW, the 1st February, at Daylight. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S. S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 31st January 1898. [130]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAILONG."

Captain Robson, will be despatched for the above Ports TO-MORROW, the 1st February, at Daylight, and not as previously notified. For Freight or Passage, apply to DOUGLAS LAIR & Co., General Managers.

Hongkong, 31st January, 1898. [193]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Port Darwin and Queensland Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN."

Captain Felton, will be despatched for the above Ports on TUESDAY, the 8th February, at 10 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Steward and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 31st January, 1898. [196]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND COLOMBO.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"PINGSUEY."

Captain D. Davies, will be despatched as above on or about the 12th February. To be followed by the Steamship "NIN HOW."

For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 31st January, 1898. [185]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"GHAZEE."

Captain Bailey will be despatched as above on or about the 20th February.

S.S. "ARGYLL" about 5th March.

S.S. "FATHAN" 10th March.

S.S. "LENNOX" 15th April.

S.S. "ENERGIA" 30th April.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 31st January, 1898. [163]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"HYDASPES."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 5th February at 4 P.M. will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, 31st January, 1898. [177]

Intimations.

DAKIN, CRICKSHANK & COMPANY, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRY VADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures. Special terms to Hotels, Clubs, Messes and other Large Consumers. Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [30]

KUHN & KOMOR, JAPANESE FINE ART CURIOS, 21 & 23, QUEEN'S ROAD, HONGKONG, 35, WATER STREET, YOKOHAMA, and 36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1895. [24]



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES & SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 8th December, 1897. [17]

BIRTH.

January 30th, at "Beryl," Kowloon, the wife of Captain JACKSON, M. A. Looch, of a daughter.

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The Hongkong Telegraph

HONGKONG, MONDAY, JANUARY 31, 1898.

SIR WILLIAM ROBINSON.

His Excellency the Governor arrived in Hongkong and assumed the duties of his office on the 10th December, 1897.

He leaves us to-morrow by the German Mail steamer *Prinzess*, Captain Wetli in command, a very comfortable vessel, well provided with creature comforts, and with an excellent cook and chief steward.

His Excellency has resigned over us for the long period of six years, one month, and twenty-one days, and he takes credit to himself for having spent the whole of that time in the colony, and for not having availed himself of the twelve or eighteen months leave accorded to all Governors during their term of office, all previous Governors having taken the full benefit of it. We do not know that he is entitled to either credit or thanks for this renunciation. There has been nothing in the nature of self-sacrifice about it. If he has not taken the usual holidays it has been for reasons purely personal to himself, with which we are not concerned, and it has not been out of any consideration for the colony nor because his presence was in any degree essential to its well-being.

During his two very short absences we were very well looked after by his *locum tenens*, General Blaxland and General Black, and if their tenure of office had been longer, the Colony, we honestly believe, would have been none the worse and possibly might have been the better. Sir William Robinson's return to the Colony

during 1894 was a distinct disadvantage. General Blaxland would never have yielded to popular clamour and exhibited the lamentable weakness and vacillation that marked Sir William's dealings with the Chinese in the later stages of the plague visitation in that year, a weakness and vacillation that had much to do, as most men believe, with the recrudescence of the pest in 1896.

When His Excellency arrived in Hongkong in 1891 we were undoubtedly in a bad way. A period of great prosperity had led, as it always seems to lead, to a period of inflated credit and wild speculation; the usual consequences had followed in due course—heavy losses, many failures, financial collapse. This had been aggravated by the sudden and terrible fall in exchange, for which we were in no way responsible, but which had crippled all legitimate trade and had depreciated the value of all securities to a fearful extent. There were comparatively few solvent men in the colony towards the end of 1891 and few business institutions which were not obliged to go slow and gather in all their resources to meet the emergency. During the flood tide of prosperity the Colony had taken heavy burdens on itself, there had been a liberal increase in the salaries of all government officials, a large military contribution had been freely voted and that magnificent but expensive work, the Praya Reclamation, had been, thanks to Mr. CHATTOPADHYAY's energy and decision, proposed, accepted and got fairly under way. The rapid ebb of the tide in 1891 had left us all aground, and the last year of Sir WILLIAM DES VOEUX's government had been signalled by strenuous efforts to get the good ship off the mud by an all-round reduction in the public expenditure, and especially by a reduction of salaries to their former level and of the military contribution. The last meeting of Council before Sir WILLIAM ROBINSON's arrival had seen the defeat of Mr. WHITEHEAD's proposals for the appointment of a Retrenchment Commission. We were undoubtedly in a bad way when His Excellency landed and took over the reins of government. During the six years, one month, and twenty-one days that have elapsed since Sir WILLIAM's arrival the situation has very considerably improved. Things are in all respects very much easier. Property has recovered in value to a very considerable extent. Stocks and shares of all descriptions are flourishing. Most of the sufferers by the crash of 1890 have disentangled themselves. Some of course went under. General business, if not brisk, is sound and is only kept back by the uncertainty of exchange. We appear to be at the beginning of another period of unusual prosperity. The Colonial revenue is steadily increasing and there is no indication of any possible set-back. Nothing but a great naval war can seriously injure Hongkong. For all this we are very thankful; but Sir WILLIAM ROBINSON seems to think that a great deal of this improvement in the position of the Colony is due to him and to his capable management of our affairs. In his address at the opening of the last session of the Legislative Council he took credit for much of it, and indirectly his personal friends (and he has many of them and deserves to have them) have helped by their injudicious utterances to confirm him in this opinion. We are sorry to say we cannot concur, and we know that in this we only express the real opinion of the vast majority of the colonists. The Colony has recovered itself not because of Sir WILLIAM's presence nor by his assistance and good government, but despite his indolence, his feebleness, his mistakes, his want of power (or will) to control his subordinates, his yielding to every influence brought to bear on him and his consequent vacillation and drift. He is a handsome man, of good manners and address, affable, courteous, hospitable and a pleasant companion and friend. He is not wanting in ability by any means, but he has not governed this Colony, whatever he may think on the subject, and he is incapable of governing this or any other colony, for want of decision, energy and grip. He stands condemned by his official superior the Secretary of State for the Colonies, who has adjourned the consideration of some important questions until some other Governor is in office possessed of greater energy, ability and tact. We have often wondered that Sir WILLIAM did not at once tender his resignation when Mr. CHATTOPADHYAY's despatch was received and published, postponing any decision on the question of the re-constitution of the Sanitary Board to some future time for the reasons assigned in that despatch.

A Governor of a Crown Colony has immense powers for good or evil. He is supreme in the Colony. The executive and Legislative Councils are absolutely and completely under his control and only exist to do his will. All the Government officers are his officers carrying out their respective duties under his orders and by his authority, responsible to him for all they do and depending upon him for pay, promotion and position. It is not too much to say that his confidential reports to the Secretary of State can make or mar almost any man. The Governor has no local superior. His duties and functions are outside the jurisdiction even of the Courts. He is only responsible to his Sovereign, through her Secretary of State, and it is as far as a cry to London as to Loch Awe. Furthermore, he is the sole channel of communication with the Home Government on all subjects. All complaints must go through him. All matters come before that ultimate court of appeal in the form in which the Governor thinks fit to present them, and coloured by the medium through which they have passed; and the Secretary of State's reply to any complaint must frequently but reflects back the Governor's recommendations or reports. It is seldom that what a Colonial Governor has thought fit to do is undone even although it may

not meet with full approval. A capable, energetic Governor has an immense power for good in a Crown Colony. He has also immense powers for evil. We have had in Hongkong Governors who have been capable and energetic, some of whom have made good use of their powers and others who have done us considerable harm. Sir WILLIAM ROBINSON belongs to neither of these classes. He has neither helped us nor harmed us much. He has reigned for over six years but he has not governed. He has played his part effectively so far as the externals are concerned. He has dressed the part, looked the part, walked the stage with propriety and dignity, known how to make his exits and his entrances at the proper times and places, he has been letter-perfect, but he has never been able to throw himself out of himself and into his part, nor to be that which he represented, an efficient Governor giving unity and spirit and reality to the entire performance. Twenty years in the Colonial Office in a subordinate position and seventeen years in our used-up West Indian Colonies gave hardly a fitting preparation for a government like this, and perhaps those who sent him here and have retained him here are more to blame than he is. He has had great opportunities and has made nothing of them. There was a great work to be done in the way of the sanitary improvement of the Colony. The defective buildings, sewers and drains had been fully reported on by Dr. AYRES by Mr. PAICE, by Mr. CHADWICK. The Colonial Secretary's Office was full of information on the subject and of suggestions and plans for their improvement. One of Sir WILLIAM DES VOEUX's last acts had been to pass an Ordinance specially framed for the purpose of enabling the Government to deal with insanitary dwellings *en bloc*, resume the land, tear down the buildings and reconstruct. Sir WILLIAM ROBINSON in 1894 publicly declared in his place in Council that until that day he had never known there was an insanitary dwelling in the Colony. If he did not know, he was himself solely to blame. It was his duty on his first arrival to make himself acquainted with the past history and the then position of the colony and to take up all pending matters where his successor had left them. Sir WILLIAM DES VOEUX and Mr. FLEMING had been preparing plans for the reorganisation of the Sanitary Board with considerably increased powers. From the date of Sir WILLIAM ROBINSON's arrival nothing further was heard nor seen of these proposals, and in 1895 he deliberately crushed the Sanitary Board out of existence, and so mismanaged all the questions connected with it as to merit the rebuke from the Secretary of State already referred to. The improvement of the Government public schools and the increase of existing facilities for the teaching of English were among the pending questions on Sir WILLIAM's arrival. The Queen's College is today a more expensive and less efficient establishment than it was then, and as Sir JOHN CARRINGTON pointed out the other day, there is no adequate provision for the teaching of English. The six years have been wasted in conflicts between the educational authorities, which our Governor had neither the ability nor the energy to compose or settle. There has been no retrenchment in the public expenditure. There has been on the contrary a vast and disproportionate increase. Yet it was the first question the Governor promised to take up. He took it up, but the result no one is in any way the better off. Only a few poor Portuguese clerks and Chinese are the worse off. Sir WILLIAM ROBINSON has done nothing for the Colony. He has not taken in hand nor applied himself seriously to the study or investigation of any one of the many questions needing study and solution in connection with the affairs of the Colony. He has allowed the heads of Departments to do much as they pleased. He has been fortunate in being here during the Jubilee celebrations. His name may pass down to posterity in connection with that Jubilee and with the public works that have had their origin in that celebration; but no future historian of the Colony will be able to point to any act of his during his six years of government that is worthy of commemoration in the annals of the Colony, nor to any public work which was done in his time and would not equally have been done without him. Almost all that there was to do when he arrived still remains undone, and many of the questions then awaiting solution have only become more difficult and more complicated than they were before. Sir HENRY ARTHUR BLAXLAND may not be so ornamental; we hope he may be more useful.

REUTER'S MESSAGES.

CRETE—RUSSIA AND THE EUROPEAN CONCERT.

LONDON, January 28th. It is declared in St. Petersburg that in the event of Prince George of Greece not being accepted as Governor of Crete, Russia will concern herself no further with the Cretan question.

THE ADVANCE ON THE NILE.

It is declared that the Gumbos which had reached the Sixth Cataract were compelled to return owing to the Dervish fire from Krupp guns, and to the channels of the Nile being blocked by chains.

LOCAL AND GENERAL.

The drying rate for foreigners is \$10.50 per cent.

For obstructing Inspector Duncan in examining some weights and measures a Chinaman was today fined \$50.

A CHINESEMAN charged with burgling the Rose, Shamrock and Thistle Hotel and stealing about \$70 was remanded till to-morrow.

H. E. the Governor has provisionally recognised Signor Francesco Masca di Villahermosa as vice-consul for Italy at Hongkong.

The return of the number of visitors to the City Hall Museum for the week ended Jan. 30th are—Europeans, 352; Chinese, 24,248; total 24,600.

It is notified in the *Gazette* that the Queen's Exchequer has been issued empowering Don Tomas Rodriguez y Rodriguez to act as vice-consul for Spain at this Colony.

The steamer *Crisp*, which arrived here on Saturday afternoon from Wilhelmshaven, brought 8 officers, 6 non-commissioned officers and 300 men of the German Navy.

TO-MORROW afternoon on the Military ground at the Happy Valley G. Company, R.L.R., will play A Company, R.L.R., in the second round for the Hongkong Football Challenge Shield. Kick-off at half-past four.

FOR publishing a jacket belonging to the cook at the Chinese Chamber of Commerce, a coolie today was "retired" for a month, and another of the class got six weeks, for sneaking seventy-two cents from a boarding house keeper.

Two Chinese whose love for cleanliness and sweet smells led them to steal two boxes of soap and four bottles of perfume from Fenehor & Co.'s toilet room, were today sentenced to six months "hard." One of the prisoners had eight previous convictions against him.

THE colony's farewell address to H. E. Sir William Robinson, G.C.M.G., will be presented by Sir John Carrington, Kt., C.M.G., in the City Hall at 10.30 a.m. to-morrow, February 1st. The public are invited. The steamer *Yama* will be available for these "salutes" to accompany H. E. to the mail steamer.

At the annual meeting of the Church Society this evening a long discussion ensued on the question whether the Ordinance meant that the lay members on the board were to be elected annually or were to remain in office always. It is decided on Sir J. Carrington's suggestion that six fresh members be elected now and that a short amending ordinance to make the matter clear be sent to the Government. The election of members was taking place as we were going to press.

IN Saturday's *Government Gazette* the annual report of the Director of the Observatory for 1897 is published. It is stated that the year's total rainfall amounted to 100.030 in, August, with 25.550 in, being the wettest month. Of the forecasts 65 per cent. had been successful, 31 per cent. were partial failures and 4 per cent. total failures. September had the maximum temperature 97.8. Besides a number of other returns the report contains an appendix on an interesting statement regarding the law of storms and directions for the guidance of mariners in the typhoon season.

At the Magistrate's day before Mr. H. E. Woodhouse, S. Deacon, of "Hastedine," Upper Richmond Road, was charged with having on the 21st inst. thrown crackers to the common danger of passer gens. Inspector Moffat deposed that he saw defendant in Jervois Street at 11.40 p.m. throwing crackers at people's feet. They exploded with a loud noise. The street was crowded. He cautioned defendant, taking his name and telling him it was dangerous. Defendant said the officer should caution him and he told him he was doing so and that the practice was not allowed. Defendant said "I know Mr. Woodhouse and Mr. Wise and, damn it, I will throw crackers." He then threw another one. The offence was admitted and a fine of \$15 was imposed.

THE boiler of the *Wit Yam*, the Chinese mail-boat which was sunk at Wei-hai-wei, encountered many vicissitudes before finally reaching its destination. The Hokoku Goshi Kaisha recovered the boiler from the sunken vessel, and sent it to Uljin in a chartered ship, where it was transferred to a junk named *Makurama*, bound for Kobe. On the rail ult, while off Futami, Banbu province, the junk was struck by a gale and was in momentary danger of capsizing. She was abandoned by her crew and soon afterwards wrecked off Akashi, and the boiler lost. Two *suido* from the junk, who were in a boat, were rescued by the junk *Hoyomaru*, and landed at Tannimura, Akashi-gu.

The Hokoku Goshi Kaisha offered a reward for the boiler, which drifted in the vessel to Minatogawa, Otsu-gun, Idzumi province, where it was recovered on the 18th ult.

In the Original Jurisdiction of the Supreme Court today before His Lordship the Chief Justice, an action was begun regarding the validity of a deed of gift made by the late Donato Masca, to his widow Victoria Lucia Masca. The action was brought by the sons of deceased for whom Mr. E. Robinson (assisted by Mr. H. L. Deane) appeared, and Mr. J. J. Francis, Q.C. (assisted by Mr. J. Hastings) appeared for the defendant. Mr. Robinson explained that the deed contained the rights to the residence of Masca of Marive Lot 185 and portion of 189, said lands being lot 99 and 100 years. The facts generally were admitted, but the issue raised were on matters of law. Mr. Robinson said the question was whether the law of Italy affected the rights of the parties to the deed, both being Italian subjects domiciled here at the time. It was denied by defendant that the law of Italy covered a transfer of property made in Hongkong. As regards this land deceased had died intestate; the plaintiffs were interested therein as next-of-kin and legitimate heirs under the laws of Hongkong and of Italy. The answer to the petition denied that plaintiffs had any claim on the land under either English or Italian law. Mr. Robinson quoted at considerable length from Wetlake on the question of international law. The case was adjourned till 11 a.m. to-morrow.

It is notified in the *Government Gazette* that the old system of meteorological signals and storm-warnings has been substituted for that published on the 27th February, 1897. The old system was revised on the suggestion of the Committee of the Chamber of Commerce, who pointed out that these signals had been in use in the colony from 1884 to 1896 inclusive and that they were better understood than the ones introduced last February.

The following football fixtures have been arranged:—

Tuesday, Feb. 1, C. Company, R.L.R. v. A. Company, R.L.R. (Shield 1st).

Thursday, Feb. 3, Hongkong Colts v. H.M.S. *Victor Emmanuel* (Shield 1st).

Friday, Feb. 4, Hongkong Football Club v. H.M.S. *Powerful*.

Monday, Feb. 21, Hongkong Football Club v. Kowloon (Shield 1st).

The second round for the Hongkong Football Challenge Shield will close on Monday, Feb. 21. The time of kick-off in the second round is not later than half-past four o'clock.

Mr. Kipling declined payment from *The Times* for his poem "Our Lady of the Snows" and "The Recessional," so the *Bookman* says. His reason was that he would not take payment for patriotic poems. He sent to *The Times* after the appearance of "Recessional" a poem entitled "The Destroyers," which described the action of the torpedoes. For this he would have accepted the usual honorarium, but the editor of *The Times* considered that it would clash with the flow and stately piece of verse which had gone before it, and it was not accepted.

THAT the weather so far this winter has been out of the common is plainly shown by a glance at the vegetation on the hillsides which has not by any means the parched and dried up appearance usual at this time of year. Our *Tientsin* correspondent remarks that the season up north appears to be abnormally mild and it may be that we shall have an early spring in consequence. Strange to say the birds belie the evidence of the thermometer, for we have had a large flock of geese in the harbour for the last few weeks and even so late as yesterday a flock of geese was noted proceeding south. However, like Mr. Mowbray, we can but wait and see what turns up, and no amount of forecasting will affect the arrival of the spring.

PUNCTUALITY as defined by the English law courts does not appear to be the virtue which we were so remorselessly taught in our youth. In a recent case which came before the court it was provided for a mortgage deed that payment of the principal money should not be required by the mortgagee until the expiration of three years, if in the meantime every half-yearly payment of interest should be "punctually" paid. The first half-yearly payment of interest was not paid until nine days after the specified date, and the mortgagee gave notice to call in the mortgage money; the court held, however, that a delay of nine days was not being unreasonable, the payment was a "punctual" one within the meaning of the deed. We should not, however, advise Hongkong jurors to turn up in court nine days after the strength of the above ruling; we fear that in such a case punctuality might have another meaning.

THE little town of Issoudun, in France, has a Captain Denaby, who was been led to the altar, or rather to the registry, by a local Mrs. Mc-Siloger. The Frenchman, according to the Paris correspondent of the *Daily News*, is a widower, and he presented himself at the Mairie, in company with a widow, for the purpose of being married. When asked, however, whether he would take the woman for his wife, to everybody's surprise, he said, emphatically: "No, I was too unhappy in my first marriage to wish to begin again." "Come, come," said the Mayor, "you should have thought of all that before you came here. You must have known what you were doing." But it was no use. "It is never too late to avoid doing a foolish thing," said the bridegroom, and so saying he put on his hat and rushed out of the place. A strange scene was then witnessed. The whole wedding party, with the bride at their head, ran after him through the streets of the town, amidst the jeers of the passers-by. The fugitive was run to earth at last, and brought back in triumph by the lady, who showed by her manner that she was not to be balked of her prey. They wretched man, now thoroughly cowed, went through the ceremony as meekly as a lamb. Loud cheers greeted the newly-wedded couple as they reappeared on their way to the restaurant where the wedding-breakfast was being prepared.

In a paper on British Borneo, recently read by Mr. E. P. Guenther at the Royal Colonial Institute, attention was drawn to the importance of Labuan and Brunei Bay as coaling stations. The lecturer pointed out that not only on account of the harbour accommodation afforded, but chiefly through the inexhaustible supply of coal which was present in Brunei Bay, and from the establishment of a cable station at Labuan, which gave an alternative route between England and Hongkong, apart from that which lies through a foreign country, we had a link in our communication with that colony which required defensive measures, without which we were in a better position, in the event of war, than we were before. The local trade between Borneo and Singapore would be revolutionised by the establishment of Brunei Bay as a port of call for ocean-going vessels. In the discussion which followed the reading of the paper, Sir Hugh Low, G.C.M.G., referring to Mr. Guenther's statements with regard to the coal supply of Borneo, said it would certainly, from its position, be of very great advantage to England. If ever we should be engaged in a war in the East again, which he supposed was very likely, he remembered the whole harbour of Labuan and the whole of the entrance to the Brunei river being carefully surveyed by a Russian ship some sixteen or seventeen years ago. Russia has accurate surveys of all the places at which coal is produced and can be shipped. He thought it was time that some notice was taken of it by the Government.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
INABA MARU.....	MARSEILLES, LONDON, NEW CASTLE, and ANTWERP, via SINGAPORE (Transhipping Cargo for JAVA PORTS), PENANG, COLOMBO and PORT SAID.	THURSDAY, 3rd February, at 4 P.M.
KAGOSHIMA MARU.....	SEATTLE, WASH., via KOBE and YOKOHAMA.	WEDNESDAY, 5th February, at 4 P.M.
IZUMI MARU.....	KOBE and YOKOHAMA.	THURSDAY, 17th February, at 4 P.M.
SAGAMI MARU.....	SHANGHAI, JINSEN, SHIMO-NOSEKI and KOBE.	FRIDAY, 18th February, at 4 P.M.
TOKIO MARU.....	NAGASAKI, KOBE and YOKOHAMA.	MONDAY, 21st February, at 4 P.M.
E. W. HAWELL.....	BOMBAY, via SINGAPORE (Transhipping Cargo for JAVA PORTS), and COLOMBO.	TUESDAY, 22nd February, at Noon.
HIROSHIMA MARU.....	SYDNEY and MELBOURNE, via THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 25th February, at 4 P.M.
OMI MARU.....		
C. Young.....		

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 29th January, 1898.

A WORD TO MOTHERS.

You do not always know the real cause of emaciated tendencies of your babies, or just why your children are thin and pale. You do not need to. What you want is a cure for whatever ails them.

Scott's Emulsion

is endorsed by the whole medical profession as an ideal nourishment during growth. It contains the essential elements for increasing vitality, giving flesh, and making solid bones. It cures Rickets, Marasmus, and all Wasting Diseases, and makes the children robust, strong, and rosy. Prepared by SCOTT & BOWNE, Limited, London. All Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co, Hongkong.

"MELDRUM" FURNACES.

THESE FURNACES are specially adapted for coal dust, coke dust and fuels of an inferior quality, and by their use a great saving is effected generally. Smoke is reduced to a minimum and boiler power largely increased.

JARDINE MATHESON & Co.
Agents for Hongkong and China.
Hongkong, 19th January, 1898.

PUBLIC NOTICE OF EXPIRY OF FARM.

THE EXCLUSIVE PRIVILEGE of Preparing Opium and Selling and Retailing Opium so prepared will cease on the 28th February, 1898. No Prepared Opium purchased from us or our Licensees can be used after the 3rd March, 1898, at Noon, without the consent of the new Holder of such Exclusive Privilege as aforesaid.

MAN FOOK COMPANY,
Opium Farmers.
Hongkong, 25th January, 1898.

CREAMERY BUTTER.

JUST received a FRESH CONSIGNMENT of AUSTRALIAN CREAMERY BUTTER, the quality is specially selected for the climate and will speak for itself.

70 CENTS per 1 lb. TIN.
SPECIAL QUOTATION FOR QUANTITIES.H. RUTTONJEE,
13, D'Aguiar Street, Hongkong,
and
20 & 21, Elgin Road, Kowloon.
Hongkong, 14th January, 1898.

A FORTUNE TO BE MADE.

WANTED at once, in every locality, an intelligent person to act as our Agent. No special knowledge required, and without interfering with present occupation. An excellent opportunity for a capable young man or lady.—Address, Morse Manufacturing Company, 3, Red Lion Court, London, E.C.

TO THE DEAF!

A RICH LADY cured of her deafness and relies in the Head by Dr. Nicholson's Artificial Ear Drums sent £1000 to his Institute so that Deaf Persons who have not the means to procure the Ear Drums may have them free. Apply by letter to—C. G. BRIGHT, Secretary, 54, Bow Lane London, E.C.

CARBOLINEUM-AVENARIUS

Used for over 20 years.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
LÜGENS, EINSTAMANN & Co.
Hongkong, 11th September, 1896.

To be Let.

TO LET.
DWELLING HOUSES:—
BAHAR LODGE—at the PEAK.
HOUSES in RIFON TERRACE,
Nos. 15, HOLLYWOOD ROAD,
FLOORS in STANTON and ELGIN
STREETS.
GODOWNS in BLUE BUILDINGS,
GODOWNS, PRAYA EAST.Apply to
THE HONGKONG LAND INVESTMENT
& AGENCY Co., Ltd.
Hongkong, 2nd December, 1897.

TO LET.

ROOMS on GROUND FLOOR of College
Chambers, suitable for Office.RENT MODERATE.
Messrs. DAVID SASSOON, SONS & Co.
Hongkong, 31st December, 1897.

Entertainments.

THEATRE ROYAL,
CITY HALL.LEO. HERNANDEZ
NEW YORK NOVELTY Co.
Will appear on
WEDNESDAY and THURSDAY EVENING,
the 2nd and 3rd February,
POSITIVELY FOR 2 NIGHTS ONLY.A COMPANY OF ARTISTS FOR
EXCELLENCE.PRICES \$2 & \$1
Soldiers and Sailors in uniform Half Price to
Back Seats only.
Seats may be booked at Messrs. ROBINSON'S
PIANO Co.Overture at 9 P.M. Sharp.
Full Company, see Posters. Change of Pro-
gramme Nightly.LEO. HERNANDEZ,
HONGKONG HOTEL.
Hongkong, 19th January, 1898.HONGKONG SMOKING CONCERT
CLUB.THE SECOND CONCERT of the SEASON
will be given in THEATRE ROYAL on
SATURDAY, February 5th, at 9.15 P.M.—
FULLARTON HENDERSON, Esq., in the
Chair.MEMBERS who have not yet received their
TICKETS are requested to forward \$2 to H. C.
NICOLLE, Esq., Hon. Treasurer, when they
will receive them.MEMBERS are reminded that TICKETS
must be shown at the Door—and this Rule will
be rigidly enforced on this occasion.J. A. LOWSON,
Hon. Secretary.

Hongkong, 27th January, 1898.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG,"

Captain Robson, will be despatched for the
above Ports TO-MORROW, the 1st February,
at Daylight.For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 31st January, 1898.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, SAMARANG AND
SOERABAYA.

THE Company's Steamship

"ONSANG,"

Captain J. Young, will be despatched as above
TO-MORROW, the 1st February, at Noon,
instead of as previously advertised.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 31st January, 1898.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR,"

Captain Barr, will be despatched as above on
WEDNESDAY, the 2nd February.For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th January, 1898.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain E. Fey, will be despatched for the
above Ports on THURSDAY, the 3rd February,
at 2 P.M.For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 28th January, 1898.

"SHIRE" LINE OF STEAMERS.

FOR YOKOHAMA (DIRECT).

THE Company's Steamship

"CARMARTHENSHIRE,"

Captain Slocum, will be despatched for the
above Port on or about the 4th February.For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 27th January, 1898.

THE CHINA MUTUAL STEAM NAVA-
TION COMPANY, LIMITED.FOR LONDON, VIA STRAITS AND
COLOMBO.(Taking Cargo at through rates for
LIVERPOOL, GLASGOW, CONTINENTAL PORTS,
RIVER PLATE, &c.)

THE Company's Steamship

"PINGSUEY,"

Captain D. Davies, will be despatched as
above on or about the 8th February.To be followed by the Steamship
"NINCHOW,"For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 29th January, 1898.

NORDDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
STRAITS, CEYLON, MEDITERRANEAN
PORTS, ANTWERP, BREMEN AND
HAMBURG.

THE Company's Extra Steamship

"DARMSTADT,"

will be despatched as above on or about the
25th of February, 1898.To be followed by the
"CREFIELD,"

on or about the 15th of March, 1898.

For Freight or Passage, apply to
MELCHERS & Co.,
Agents.

Hongkong, 28th December, 1897.

FOR NEW-YORK, VIA SUEZ CANAL.

THE Steamship

"LYDERHORN,"

will be despatched as above on or about the 15th
February.To be followed by the
S.S. "ORWELL," on or about the 28th
February.For Freight, &c., apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 19th January, 1898.

Mails.

NORDDDEUTSCHER LLOYD.
NOTICE.STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAUPEL, GENOA,
ANTWERP, BREMEN AND HAMBURG.
PORTS IN THE LEVANT,
BLACK SEA AND BALTIC PORTS:ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prussia Tuesday ... 1st Feb.

Sachsen Tuesday ... 1st March.

Bayern Wednesday ... 30th March.

Frisia-Holstein Wednesday ... 27th April.

ON TUESDAY, the 1st day of February,
at Noon, the Company's Steamship
"PREUSSEN," Captain P. Wittke, with
MAILS, PASSENGERS, SPECIE and CARGO,
will leave this Port as above, calling at NAUPEL
and GENOA.Shipping Orders will be granted till Noon on
SATURDAY, the 29th January. Cargo and Specie
will be received on board until 5 P.M. on MONDAY
the 31st Jan., and Parcels will be received at
the Agency's Office until Noon on MONDAY, the
31st Jan. Contents of Packages are required.
No Parcel Receipts will be signed for less than
\$2.50 and Parcels should not exceed Two Feet
Cubic in Measurement.The Steamer has splendid Accommodation
and carries a Doctor and a Stewardess.
Linen can be washed on board.For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 24th January, 1898.

NORTHERN PACIFIC
STEAMSHIP COMPANY.VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.PROPOSED SAILINGS FROM
HONGKONG.FOR VICTORIA, B.C., AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Tacoma 2,549 A. Dixon Feb. 1.

Victoria 3,167 J. Truebridge Feb. 22.

Olympia 1,691 T. H. Dobson Mar. 15.

Columbia 2,605 A. Gow April 5.

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION
COMPANY.

Braemar 3,601 E. Porter Mar. 8.

Mogul 3,554 W. H. Wright Mar. 29.

Argyll 2,907 W. Ward May 3.

THE attention of Passengers is directed to
the very cheap rates offered by this Line,
HONGKONG TO LONDON &c.
Excellent accommodation. First-class Table.
Doctors and Stewards carried.HONGKONG TO NEW YORK &c.
The Railroad travelling is second to none on
the American Continent. Magnificent scenery
of the ROCKY and CASCADE MOUNTAINS. The
YELLOWSTONE NATIONAL PARK route. Passen-
gers to EUROPE may proceed by one of the first
class ATLANTIC MAIL LINES.HONGKONG TO TACOMA &c.
Rates of Passage to other Ports on application.
Special rates allowed to members of Govern-
ment Services.Through Bills of Lading issued to Pacific
Coast Ports, and to Canadian and United
States Ports.Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Portland,
Or. (whichever may be the destination of the
Steamer).Parcels must be sent to our Office (with address
marked in full) by 5 P.M. on the day previous to
sailing.For further information apply to
DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 25th January, 1898.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, FLYMOOTH AND LONDON.(Through Bills of Lading issued for BATAVIA,
PEKAN, GULF, CONTINENTAL AND
AMERICAN PORTS.)

THE Steamship

"GANGES,"

Captain T. F. Green carrying Her Majesty's
Mails, will be despatched from this Port for
BOMBAY, &c., on SATURDAY, the 19th
February, at Noon, taking Passengers and Cargo
for the above Ports.Silk and Valuables, all Cargo for France and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London.Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.Shippers are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 27th January, 1898.

THE LEADING CATERERS.

COMPARE OUR
MENU, BILLIARD TABLES and
LIQUORS to all others.
THE GRILL ROOM.
Hongkong, 1st September, 1897.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1898. SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 16th Feb., 1898.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 16th Mar., 1898.

EMPRESS OF CHINA...Comdr. H. Pybus, R.N.R...WEDNESDAY, 6th April, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA
OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey and make connection
at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN
PACIFIC RAILWAY, which leaves daily, and cross the Continent FROM THE PACIFIC TO THE
ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax,
New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the
Continent are given choice of.Passengers Booked through to all principal ports and AROUND THE WORLD. Return
tickets to various points at reduced rates. Good for 6, 9 and 12 months.SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition),
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Railway passes.THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unequalled.For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Raffles Street.OCCIDENTAL & ORIENTAL
STEAMSHIP
COMPANY.TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.PROPOSED SAILINGS FROM HONGKONG:
Doric (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama,
and Honolulu).....Thursday, 3rd Feb.,
at Noon.Bligh (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama,
and Honolulu).....Thursday, 22nd March,
at Noon.Capile (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama,
and Honolulu).....Saturday, 12th March,
at Noon.

THE Company's Steamship

"DORIC"

will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, and YOKOHAMA on THURSDAY, the
3rd February, at Noon.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates may be
obtained on application.Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO
GRANDE, and NORTHERN PACIFIC RAIL-
WAYS; also the CANADIAN PACIFIC RAIL-
WAY, on payment of \$4 in addition to the
regular tariff rates.Passengers holding Orders FOR OVERLAND
CITIES in the United States have between
SAN FRANCISCO and CHICAGO, the option of
the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and
RIO GRANDE, and other direct connecting
Railways, and from Chicago to destination the
choice of direct lines.Particulars of the various routes can be
had on application.Special rates (first-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officials in the service of China and Japan, and to
Government officials and their families.Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or vice-
versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan
to Europe.All PARCEL PACKAGES should be marked to
address in full; and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.J. S. VAN BUREN, Agent.
Hongkong, 15th January, 1898.F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.SOLE AGENTS FOR
HARTMAN'S PATENT GENUINE
COMPOSITION HARD BRAND,
HARTMAN'S GREY PAINT,
DAMLER'S PATENT MOTOR LAUNCHES
&c.Sole Agent for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK.

REASONABLE PRICES.

Printed and Published by CHESNEY
DUNCAN at No. 6, Praya Central, at the
Telegraph Office.CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK
MAKERS, JEWELLERS, SILVER-
SMITHS, and OPTICIANS.